



IN THE CLAIMS

Please cancel claims 7 and 13.

Please amend claims 2, 3, 4, 8, 11, 14, 16, 24, 26 and 30 as indicated below:

2. (Amended) The center beam rail road car of claim 23 wherein said body has a bunk defined between said deck structure and said top truss assembly, said bunk having a loading height measured between said medial decking portion and said top truss assembly that is at least 165 inches.

3. (Twice Amended) The center beam rail road car of claim 23, wherein:

said vertical web assembly includes an array of posts extending upwardly from said deck structure and has an upper region adjacent to said top truss assembly and a lower region adjacent to said deck structure;

said upper region of said vertical web assembly has at least one longitudinally extending skirt against which lading can be placed.

4. (Twice Amended) The center beam rail road car of claim 23, wherein:

said car has a center sill, said deck structure being supported thereby;

said vertical web assembly includes an array of posts extending upwardly from said center sill and has a lower region adjacent to said deck structure and an upper region distant therefrom;

said top truss assembly includes a top truss and a beam stem, said top truss being mounted upon said beam stem and said beam stem being mounted to said upper region of said vertical web assembly; and

said beam stem includes at least one longitudinally extending skirt against which lading can be placed.

8. (Twice amended) The center beam rail road car of claim 23 wherein said end decking portions and said medial decking portion each have a load bearing interface, and the load bearing interface of said end decking portions is stepped upwardly relative to the load bearing interface of said medial decking portion a distance of at least 30 inches.

11. (Twice Amended) The center beam rail road car of claim 23 wherein:

said medial decking side sills have a first depth of section;
said end decking portions have end decking side sills, said end decking side sills having
a second depth of section; and
said first depth of section is less than said second depth of section.

14. (Twice Amended) The center beam rail road car of claim 23, wherein:

said medial decking side sills have a first depth of section;
said end decking portions have end decking side sills, said end decking side sills having
a second depth of section;
each of said medial decking side sills is joined to each of said end decking side sills by a
knee;
each said knee has a longitudinally inboard flange, a longitudinally outboard flange, and
webbing extending therebetween;
said longitudinally outboard flange has a lower extremity and an upper extremity; and
said lower extremity lies at a longitudinally inboard station relative to said upper
extremity.

16. (Twice Amended) The center beam rail road car of claim 23 wherein said medial decking
portion has at least one lading securement apparatus mounted to said medial decking side
sill web.

24. (Amended) The center beam rail road car of claim 23 wherein said medial decking side sill
has a load securing device mounted transversely outboard thereof.

26. (Amended) The center beam rail road car of claim 25 wherein said medial decking side sill
web is inclined at a first angle relative to the vertical, and said end decking side sill web
is inclined at a second angle relative to the vertical, said first angle being greater than said
second angle.

30. (Twice Amended) The center beam rail road car of claim 23 wherein said top truss assembly
is mounted at a height exceeding AAR Plate C.
